

2010

McBride Dale Clarion

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[DOWNTOWN SITE ANALYSIS TECHNICAL MEMORANDUM]

An assessment of the implications of developing site infrastructure on a city owned site in downtown Loveland, Ohio. Prepared at the request of the City Manager.

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OVERVIEW

PURPOSE

The purpose of this report is to provide an assessment of site conditions and factors associated with the redevelopment of a 3 acre (City owned) site in downtown Loveland. This report is intended to evaluate the appropriateness of a portion of the site plan that has been done independently from and will influence the orientation and construction of buildings on the site. The City is considering this process because they have Community Development Block Grant (CDBG) and Appalachian Regional Commission (ARC) Grant funds available to create public improvements in the downtown. Knowing that the subject site is pivotal in economic development and reestablishing the urban fabric of the downtown, the City thought the funds could be put to good use by installing improvements on the site. However, a full development concept has not yet been selected, and specific tenants have not been identified, giving this construction project unique timing. To attempt to remove some of the tentative aspects the City Manager has asked McBride Dale Clarion to assess the site and the conditions affecting the site to determine if there are any other factors the City should examine before commencing construction. The report is structured to assess the site conditions and factors from a variety of angles to determine if there are circumstances that the City should review further before committing resources to the construction of a surface parking lot and stormwater management.

INTRODUCTION

The City has spent considerable time working on redevelopment for a key site in the downtown blocks. The public, the Downtown Resource Committee, the Planning and Zoning Commission, and City Council have all participated to create a vision for the three acre City owned property in the block east of the railroad track located between West Loveland Avenue and Broadway, and bounded to the east by Second Street. The City acquired the property and removed the obsolete and dilapidated structures, making this key central block of downtown available for redevelopment. This design and development of this property is key to the completeness of the City's downtown urban character, and provides opportunities to expand the economic base of the City within the current City block by adding businesses and reconnecting the adjacent blocks to the core business district centered on Loveland Avenue.

The City was recently the recipient of a \$450,000 grant for public improvements that could be used for this project. This site presents a prime opportunity for the use of these funds. However, it is important to be sure the improvements are properly located and will not impede the future development of buildings that will attract a complementary and successful tenant mix. The planning work the City has done, and public input gathered regarding this site have resulted in eight points or guiding principles informing the development and eventual tenant mix of the site. As the owner of the site, the City has control over the design, vision and resulting physical appearance of the redevelopment. This is an extremely positive position in which to be.

Accordingly, the City engaged McGill Smith Punshon to prepare a concept plan that illustrates a series of new buildings aligned along Second Street and Broadway. The plan proposes buildings that reinforce the street wall and the "Main Street" character to extend the downtown into the site. Based on this concept plan the City has had engineering drawings prepared for the construction of parking and

stormwater management facilities on a portion of the site. A description of the site follows.

Site Description

The subject site is located in a core block of downtown Loveland, east of the B&O Railroad and south of West Loveland Road. The site contains most of the parcels on the block excluding the Wagner Building at 128 Broadway and the property at 126 Second Street. The site is approximately 3.03 acres and is City owned. The site includes the two key corners. It is generally bound on the east by Second Street and on the south by Broadway. Existing zoning is "H" Historic which is the district specific to the central business district and traditional neighborhoods. The majority of the site is located in the floodplain and the lowest portion of the site is centrally located running from Second Street downward toward the railroad.

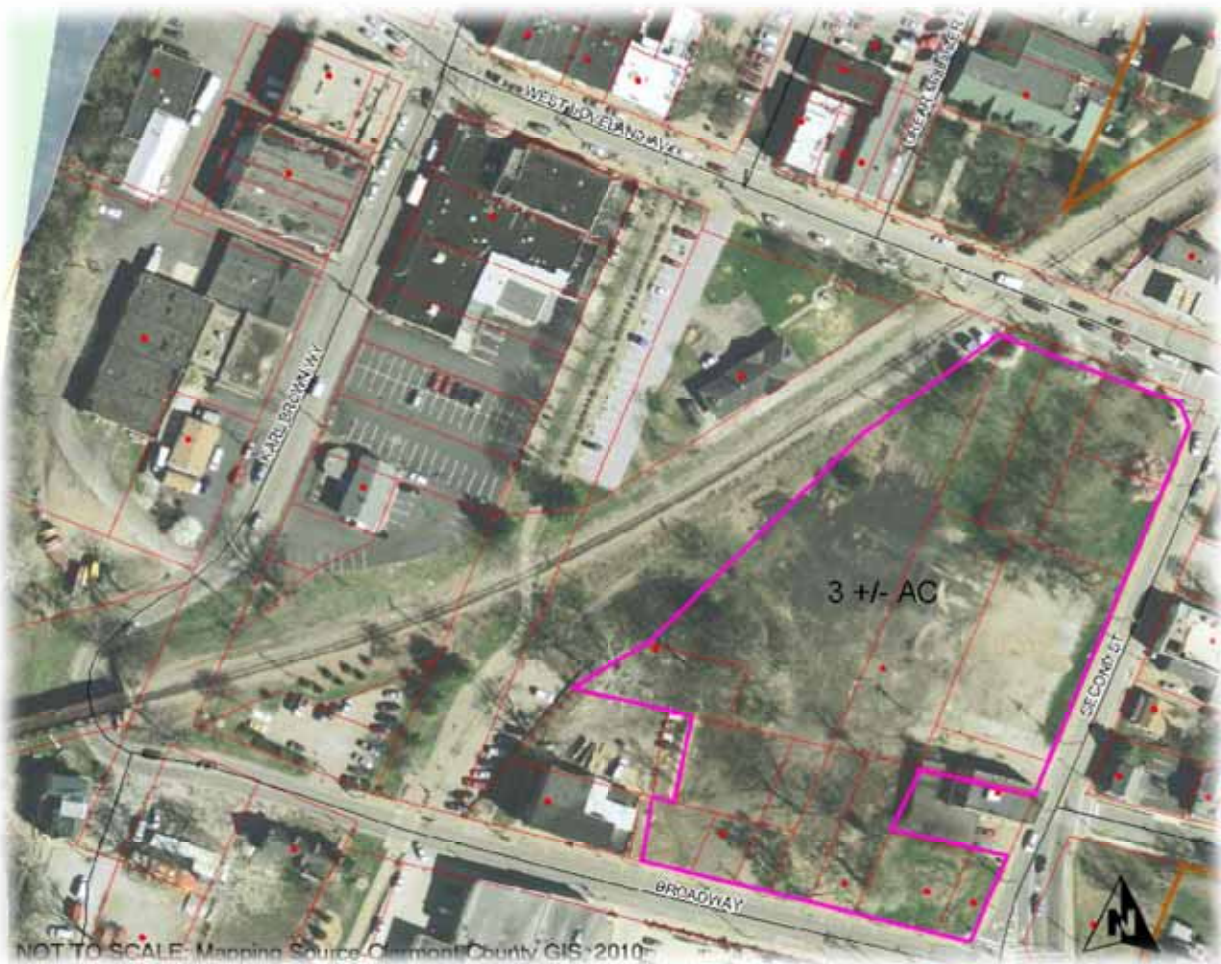


Figure 1: THE SUBJECT SITE. This map shows the current conditions of the subject site and its location in Loveland's Downtown.

City Established Guiding Principles

At the November 16, 2009 joint meeting of the Downtown Resource Committee and the Planning and Zoning Commission, the City Manager summarized the following eight points for the development of the subject site.

1. *This project is important to Loveland and has the support of most people at a high level. All want this project to succeed.*
2. *The design of the project needs to be done in a way that connects the gems we have already to the gems we want to create in a seamless fashion that works for all, including pedestrians and bikers and parkers and current business owners and prospective business owners. There is some disagreement about how to accomplish this or whether the current concept plan does or does not do so, but all agreed on the goal.*
3. *The design of the building and the overall site needs to complement the existing downtown. The City has stated this going back to 2004 and this is as true today as it was then.*
4. *The railroad tracks are a big barrier to 2 and 3. We have to overcome that barrier to accomplish 2 and 3. The City will try to find a way to show solutions to this at the next meeting so people can react to these solutions.*
5. *The current economy means we will probably have to wait a year or two more to get this development off the ground. The City has a good financial plan to carry the property and we have some reserves to ensure that the financial pressure to the City for carrying the project for a few more years is not too burdensome to the City's financial picture.*
6. *It is better to wait and do it right. The community only will have one chance to redo this area for several generations.*
7. *Wherever possible, we want to use innovative buildings and design practices that are "smart" design and green to soften the impact to the environment, broadly defined. For example, the City is planning to install stormwater filtering to mitigate the runoff impact to the Little Miami River, and we want to do LEED buildings if we can manage it. Upfront economics make this challenging, but we can do lots of different things to keep working towards solutions on these issues.*
8. *Ideally, the mix of new businesses will be new to the community. The City cannot dictate what gets leased in the spaces, but all agreed it would be better if the development had something other than a coffee shop to compete with Blue Chip, and family restaurant to compete with Paxton's or the Works, or a sweet shop to compete with Loveland Sweets. The group wanted businesses that enhance the services and products available locally, not just adding more of what we already have.*

THE CHALLENGE

The challenge in this situation is that the parking and stormwater infrastructure for the site has been designed and could potentially be constructed prior to a detailed site plan for the building design and configuration has been finalized. The timing is unusual, but is the result of the infrastructure funding being available only for a short period of time, while the site plan has not been finalized because the City has not secured end users for the buildings. If the infrastructure can be put in place it may be a marketing tool for the City to attract a developer and tenants by further prepping the site for construction. Therefore, the City wants to assess the impact of construction of the site infrastructure prior to final design of the buildings.

A secondary purpose of this report is to examine alternative urban design options to promote connectivity between the City's current core businesses and the proposed development. The information in this analysis is intended to assist the

City to determine if the construction of the stormwater management facilities and a portion of the surface parking will be to the City's benefit.

To help provide perspective to this challenge, this report discusses factors that typically influence site design, evaluates three approaches to site design, and indicates the benefits and drawbacks of each approach. Secondly, this report assesses the existing conditions of the site including its context and site features indicating their influence on the site design. Third, the report indicates the types of uses consistent with the guiding principles that would be appropriate on the site from a land use perspective. For each of these uses the report indicates basic building and site needs. Fourth, the report examines various contextual factors surrounding the site and explores urban design considerations for each factor. Finally, it presents an analysis of the proposed site plan dated February 23, 2010 in light of the other factors examined. The report concludes with key findings and recommendations for further consideration by the City.

PLANNING APPROACHES

FACTORS THAT IMPACT SITE DESIGN

The following are factors typically considered in the design of a site.

- **Community's Vision:** The policies, plans, or goals a community has for both the physical appearance of the built environment, and the mix of uses can influence the site design. The community may articulate this vision through formal planning documents and ultimately regulations or may use widely held community values as the guidance for a vision. Ultimately, the community's vision represents an aspiration for development.
- **Local Regulations:** The official development regulations influence the site design by establishing minimum standards, which the community will require development to meet for approval. Local regulations may include zoning, subdivision, and stormwater management regulations. These regulations can influence aspects of site design including lot size, building configurations, access, parking, landscaping, lighting, signage and use.
- **Targeted Tenant Mix:** The uses or tenants a site is designed for influences site design by accommodating particular needs of specific uses. This may include accommodating a drive-through for banks, adequate parking for theaters, or outdoor dining for restaurants. When end users are not known, or in reuse situations the tenant mix may be attracted to existing buildings or structures rather than custom designing for a particular use.
- **Infrastructure:** Infrastructure including roads, sidewalks, utilities, stormwater management facilities or Best Management Practices (BMPs) and other existing structures that support the use of a site influence how a site is designed. In redevelopment, the infrastructure often exists and places specific restrictions on the site configuration. Existing infrastructure may represent a cost benefit but it may also require more flexibility or specialization in a site plan to work around or within the

existing framework.

- **Transportation/Access:** The road network and vehicular access points play a role in site design. Accommodation of automobiles is a major consideration and the best or most feasible locations for vehicular access based on parking configuration, and visibility from the road network impacts how a site is laid out. How the developer weighs the importance of vehicular vs. pedestrian access will influence which has prominence in the site design.
- **Physical Site Characteristics:** The existing physical characteristics of a site influence the design of redevelopment. Topography, water flow, view sheds, building orientation to surroundings and urban context are all existing physical site characteristics that can influence site design. While site design can ignore such features in favor of a preferred site plan, the cost of grading, stormwater management and the trade off in compatible urban design may exceed the worth of designing within the existing context.
- **Financing:** The need to obtain financing can be a major factor in site design. The preceding factors can all influence site design, but ultimately the cost of modifying the site and construction is the determinant in private development. Cost also plays a role in public development as a specific budget is allocated to the project, and modifications need to remain within the budget. Therefore, major grading efforts or expensive foundations to elevate buildings out of the floodplain may push a project out of an attainable range.
- **Market:** The market strongly affects decisions about the type of development and mix of uses targeted for a site. Market factors include but are not limited to the density of residential development within a given radius (counting rooftops), income characteristics, the types of uses (local services or destination uses), local daytime population, the local inventory of available spaces, and local and regional inventory of commercial and business uses.
- **Existing Surrounding Community Character:** As a bookend to the, “Community’s Vision”, discussed above, the existing character of the surrounding community also can influence the development of a site. Whereas the vision is an aspiration, the existing character reflects what is on the ground today. Existing character may not always be consistent with the vision and therefore it may be necessary to clash with existing character to attain the vision, or conform to existing character to create a context sensitive design that meets both existing context and future vision. The relationship between the existing context and the vision are important in influencing the ultimate design of a development.
- **Pursuit of LEED Certification:** An emerging trend is for developments to have LEED Certification. LEED stands for Leadership in Energy Efficient Design. LEED certification requires a building project and its site to meet a number of criteria to earn points for various levels of certification. If a developer desires to attain certification, they will design the buildings and sites to meet these criteria to earn the points necessary. A number of factors including walkability, energy conservation efforts in building design, stormwater management, and other features contribute to

the project's ability to be certified. The LEED checklist is included as an appendix to this report for reference purposes. Minimum program requirements for consideration include: 1) Compliance with environmental laws, 2) A complete, permanent building, 3) Use of a reasonable site boundary, 4) Buildings must have a minimum floor area of 1,000 square feet, 5) Must be an occupied structure, 6) Must share whole-building energy and water usage data, and 7) The subject building must be no less than 2% of the total land area within the LEED project boundary.

These factors influence the way in which development is approached. Understanding how development is approached for the subject site illuminates the options and factors which can be weighted more heavily in determining a preferred design. Three ways of approaching development are summarized in the following section.

APPROACHES TO DEVELOPING A SITE

There are three general approaches to developing a site. The first approach is tenant driven where a site is selected based on a program of defined site and building needs specific to the targeted tenant. This is a custom approach to development based on a defined or determined business plan for a particular use. The second approach is a more flexible approach, where a site is selected and designed for development based on trends in the market and a perceived product that is estimated (by the developer) to draw tenants with a variety of needs that can be met in a generalized building footprint with general parking and site accommodations. The third approach is form or design based. This approach like the second creates a site and building plan with general features and anticipates that a type of tenant will be attracted to the resulting space. In the third approach however, the context and urban design take precedence and assume that the quality of design and the context of the development will be attractive to tenants. The third approach is most commonly applied in redevelopment or planned development situations. The second and third approaches also work better for users that are less specific in their particular site feature needs and more attracted to districts or groups of uses that share joint amenities such as traditional downtowns and business districts.

Approach A: Tenant Driven Approach

The tenant driven approach typically has a particular user to accommodate which influences the site selection. The user will have a program of requirements ranging from location and visibility to minimum lot size, building design, and parking configurations. These program requirements can be modified slightly to fit a particular site and local development regulations, however, they will generally choose a site that has as many of the features required for the program already in place or permitted. While money was easy to get and demand for commercial and residential development was high, this was a common approach to development and was most effective in greenfield areas. This type of development is customized to the user but may not be customized to the community in which it is located. However, many franchise or national users do customize buildings and sites to meet local character. But this can only be accomplished when the community has well articulated standards that can be applied.

ASSESSMENT OF APPROACH A

Benefits	Drawbacks
<ul style="list-style-type: none"> + Privately funded + Privately managed + Accommodates growth + Subject to community review + Meets standards + Works well in greenfield sites + Has a defined end user or guaranteed occupancy 	<ul style="list-style-type: none"> - Places community in a reactive vs. proactive position - May not fully consider other impacts such as context or use redundancy - May pit community/residents against developer

Approach B: Market Driven Approach

In this approach a developer acquires a property and develops the site ranging from subdivision and infrastructure installation to full site improvements and building construction and then offers the individual tenant spaces for lease or purchase. In these cases the end users are not known in advance of the planning and construction activities. However, there is typically a range of user types that are targeted for a development. This type of development is often driven by what the private market has proven success with. The shell of development can then be modified or customized by individual tenants. The implication of this approach to development is that the site is designed in a somewhat generic manner that will attract a range of targeted tenants.

ASSESSMENT OF APPROACH B

Benefits	Drawbacks
<ul style="list-style-type: none"> + Privately funded + Privately managed + Accommodates growth + Subject to community review + Meets standards + Works well in greenfield sites + Offers flexibility and adaptability for a variety of end users 	<ul style="list-style-type: none"> - Unknown tenant mix makes success uncertain - Some users may need extensive customization to be accommodated

Approach C: Urban Design Driven Approach

Sometimes conditions exist where a site can be more successfully developed or redeveloped through the application of strong urban design standards or a redevelopment plan that is based on a particular context, like location in a traditional central business district. This approach is often taken by communities when they have ownership of a key redevelopment property or a highly visible economic development site. By taking actual ownership of a site a community gains full control over the development program including infrastructure, density, and urban design. Urban design driven development is targeted to a particular site to solve an existing issue or provide some new opportunities within the community through urban design. In this approach the community acts as either the developer or facilitates development with specific design and development standards or master plan that define specific urban design features from site design to architectural styles. Often used when very specific design results are desired, in redevelopment that the private market either cannot address or has shown reluctance to address.

ASSESSMENT OF APPROACH C

Benefits	Drawbacks
<ul style="list-style-type: none"> + Places community in proactive position + Gives community complete control of development aesthetics, density, and design + Targets public money toward economic development and job creation + Addresses site issues or ownership patterns that the private market cannot fix + Works well for redevelopment + Can be a catalyst for private development in the same area 	<ul style="list-style-type: none"> - Unknown tenant mix makes success uncertain - Some users may need extensive customization to be viable, customization that may be inconsistent with urban design - Limits end users to those attracted to the type of environment created (in some circumstances this may also be viewed as a benefit). - Requires public/private partnership to make it happen

A Case Study of Approach C

McBride Dale Clarion recognizes the differences in the styles and character between Loveland and some of its neighboring communities in the Cincinnati Region, but the City of Montgomery serves as a successful example of the Urban Design Driven approach in a challenging downtown redevelopment site. Presenting this case study is not intended to imply that Loveland should replicate this design, but only to offer information about the process and approach the City of Montgomery used to come to results that worked for their gateway. As Loveland is in a similar situation with the ownership of a key downtown property and is faced with facilitating the development of the site, Montgomery serves as an example of a peer community using this approach to a successful conclusion from which Loveland may draw inspiration.



Figure 2: The Montgomery Gateway Triangle in 2001 before acquisition, clearing, and redevelopment.



Figure 3: The Montgomery Gateway Triangle in 2008 after successful redevelopment.

A good regional example of the third approach put into action is the Gateway Triangle Project in the City of Montgomery. The City has a history of proactively managing properties in the downtown and when the private market is not producing the results deemed necessary to improve the quality, character, and business mix the City has stepped in funding and managing redevelopment and public improvement projects. In the case of the gateway project, the $\frac{3}{4}$ acre triangular site served as the southern gateway to the City and the heritage district. At the time the site was occupied by an obsolete office building and a vacant filling station and garage. The combination of uses did not create a desirable gateway to the community. The obsolescence in design and isolation from the other blocks of downtown were preventing the site from contributing economically to the City. The Brownfield clean up, small size, and triangular shape had caused the private market to pass over the site for redevelopment. The fear of an incompatible development on the site prompted the City to acquire the property. After clearing the site and mitigating any environmental impacts from the former filling station, the City prepared the community vision for the site, then working with a local builder created a plan for redevelopment. Through creative incentives, public/private partnership and a strong vision and plan the site has been redeveloped with a 90 space underground public parking garage, a restaurant, several commercial storefronts, a bank, office and service space, and a small park.

EXISTING CONDITIONS ASSESSMENT

The existing conditions assessment illustrates the context and existing influences related to redevelopment of the subject site. This assessment provides information related to the uses and site design, which are appropriate and feasible for the site. This information then informs the assessment of the proposed site plan elements in relationship to the practicality of the construction of the stormwater management facilities and surface parking.

LAND USE CONTEXT

The local and regional market in which Loveland is competing influences the types of uses, which are viable options for the downtown blocks. This section examines the regional and local land use context and provides an assessment of the types of uses which the City might expect to be attracted to the subject site.

Regional

With proximity to larger retail centers like Fields-Ertel Road and the retail center in Milford at I-275 and Route 28, and local business corridors along Loveland-Madeira Road, the demand for larger-format and franchise retail is being met in these areas and can serve the Loveland population. Like other communities in the region, Loveland's Downtown is a draw for specialized or boutique retailers, restaurants, office, services, and arts and entertainment venues. Looking at downtowns in other regional communities, we can see the types of uses these districts attract.

Milford has traditionally had an outdoor slant to the retail, capitalizing on the proximity of the Little Miami River and the Little Miami Trail. Uses in Milford's downtown include family and fine dining restaurants, collector and antique retailers, outdoor activity retailers, coffee shop, a wine bar, and banks. Milford's downtown blocks also house a few manufacturing uses along Water Street.

The City of Montgomery has a concentration of jewelers, furniture and interior design retailers and professionals, boutique retail, a bike stop, restaurants with both fine dining, and family oriented establishments prevalent in the downtown blocks. These commercial uses are supplemented by professional offices, a coffee shop and bars, and several service or fraternal organizations.

Looking at these other regional examples of downtown uses, the desired mix expressed in the guiding principles of boutique retail, restaurants, and office are likely to be consistent with Loveland's Downtown. Additional opportunities that may present specifically to Loveland would be retailers focused around the Little Miami Trail (like the Running Spot), canoe and outdoor supply stores, art galleries, dance, yoga or other studio uses and residential units in mixed use or multi-family structures within the downtown.

Local

Future uses or business will be influenced by the uses that already exist in Loveland's Downtown. New uses should be compatible with and add to the local businesses, not just replicate them. Uses in the downtown currently include: Chocolate shop, specialty gifts, coffee shop, fine dining, family dining, insurance, music store, runners specialty store, hardware retail, neighborhood bar, furniture retail, liquor store, stage theater, corporate offices for Rozzie's Fireworks, gyms, fraternal organizations, IT and computer businesses, construction companies, and other services, banks and offices. Additional retail establishments, art galleries,

restaurants, and additional office space would complement this mix nicely. However, without a market study or additional information, it is not possible to determine the extent of demand or market for these uses at this time. In the Land Use and Urban Design Considerations we will indicate the types of spaces and site features generally required by these types of uses.

SITE FEATURES

Existing site features and context for the subject site should influence the site design. The following are key features that a designer would consider in creating a site plan for any property. Specifically this describes the constraints or implications of the specific features of the subject site.

- Location in Downtown Loveland (Context):** The site's location in a central block of the downtown adjacent to the railroad and surrounded by historic and traditional residential districts strongly influences the design vision for the site. The City has looked at the context and made a value statement that the redevelopment of the site should "complement the existing downtown"(guiding principal 3). To accomplish the compatible infill/redevelopment the City worked with McGill Smith Punshon to create Design Guideline Recommendations for the Historic District. These guidelines reinforce the importance of masonry buildings of 2-4 stories in height set to the sidewalk with large windows on the ground floor. The intent is to reinforce the pedestrian scale of the district and encourage engaging and interactive uses on the street. The second guiding principle states that connectivity is very important and that the site design for the subject site needs to create connectivity for pedestrians, bikers, parkers, and current and future businesses. The downtown redevelopment context is also a positive factor in the potential of acquiring LEED certification.



Figure 4: This 2009 aerial shows the current site conditions.

- Historic Context:** One way to gain perspective about how the site can be designed to create connectivity and be consistent with the character of downtown is to look at how the site was originally laid out. The 1911 Sanborn Fire Insurance Map shows the building configuration and uses for the site. Important features to note include the alignment of the buildings along W. Loveland Avenue and Broadway. A feed mill and horse stables occupied the western portion of the site closest to the railroad. These buildings were the ones removed during the clearing of the site. While the uses in this portion of the site are no longer valid uses for Loveland, the businesses offer a good example of how the downtown business district was carried across the railroad tracks toward 2nd Street.

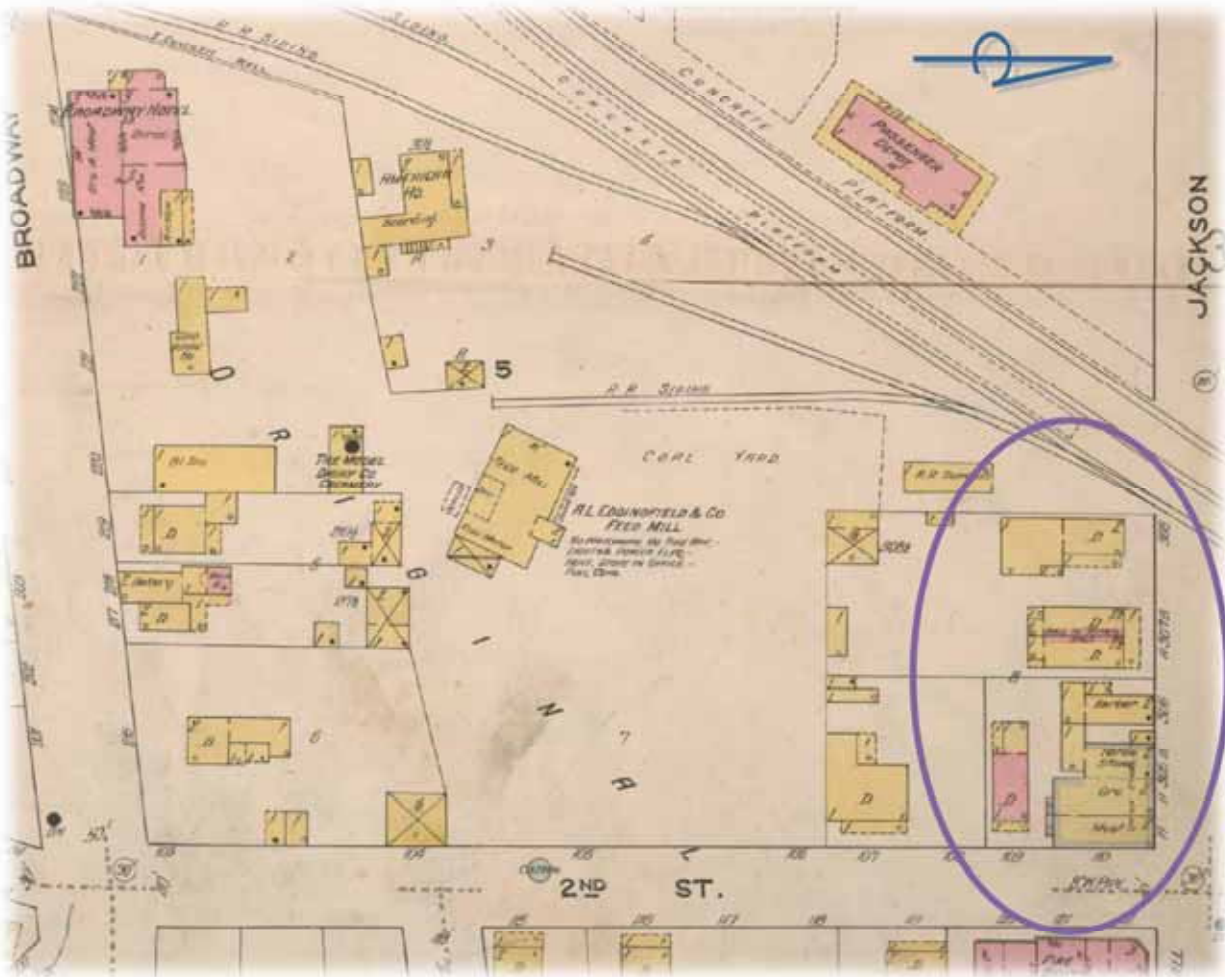


Figure 5: This 1911 Sanborn Fire Insurance Map shows the early building and site configuration of the subject site. The Broadway Hotel in the upper left corner (now called the Wagner Building) is the only original building still standing on the subject site. The passenger depot (not on the site) also still exists. This original building layout illustrates the historical importance of having a building adjacent to the railroad to continue the streetwall and promote pedestrian connectivity. The undeveloped area on the map also illustrates the lowest elevations on the site, indicating that this portion of the site has never been built (see the topography map).

- Vehicular Access/Transportation:** West Loveland Avenue serves as the main thoroughfare through downtown. As the primary connection over the Little Miami River the road carries heavy volumes of traffic on a daily basis. Second Street and Broadway Avenue serve as secondary

thoroughfares. In 2002, traffic counts in the downtown were 23,000 vehicles/day, with the area's population on the rise for the mid part of the decade the counts are likely greater today than in 2002. Vehicular access from Loveland Avenue to the site is more of a challenge than from 2nd Street or Broadway Avenue. Frontage of only 160' feet along W. Loveland Avenue limits the placement of a vehicular access point because of conflicts with the intersection at W. Loveland and Second, and the angle of the railroad tracks. Additionally the higher volumes of traffic and proximity to the Railroad Avenue parking area make the addition of another access point along this frontage a challenge.

- Currently the site is being used to accommodate parking for the theater located on the east side of Second Street.

- **Existing Zoning/Development Regulations:** The site is entirely zoned "H"-Historic District. This district permits residential, office, retail, restaurants, and banks and also permits zero setbacks and multi-story buildings. In addition to the adopted zoning regulations which control uses and setbacks, the City's Zoning Code allows for variation in the standard parking regulations in the "H" district to accommodate additional flexibility in site design in the urban context.

- Parking is per planning commission review and approval, for number of spaces and design in the "H" district.
- Internal landscaping is required for parking areas and a 6.5' screening buffer yard is required for any parking lot adjacent to a public street.
- Outdoor dining is not a specifically regulated accessory use. The current Code neither prohibits nor defines outdoor dining.
- Drive-through(s) are not addressed as accessory uses, however, fast-food restaurants are a special exception use in the "H" district and require 5 stacking spaces and include other specific dimensional requirements for the location and geometry of drive-through lanes. Drive-through lanes are not specifically regulated for financial institutions in the "H" district.
- Signs in the "H" district must be located on the same lot to which they are an accessory and may project over the sidewalk or a maximum of 4 feet. Portable sandwich boards are permitted. All attached signs should be wood and projecting signs may not be internally illuminated.

- **Topography and Floodplain:** The newly enacted (February 2010) FEMA floodplain maps show the majority of the subject site within the flood zone. Development must comply with the Floodplain regulations. The base flood elevation for the site is 589 ft. The topography of the site is lowest in the central portion and runs between 582 ft. and 584 ft. The site slopes upward toward both the southeast corner and the northeast corner. Only the southwest corner is fully above the base flood elevation of 589 ft. Grading, fill and foundations must be used to elevate any buildings on the site above the 589 ft. The presence of the floodplain may be a hindrance but not necessarily prohibitive to LEED certification. Greenfield sites in floodplains are precluded from LEED eligibility, but since this is redevelopment it may be considered. The FEMA floodplain is shown in the following image.

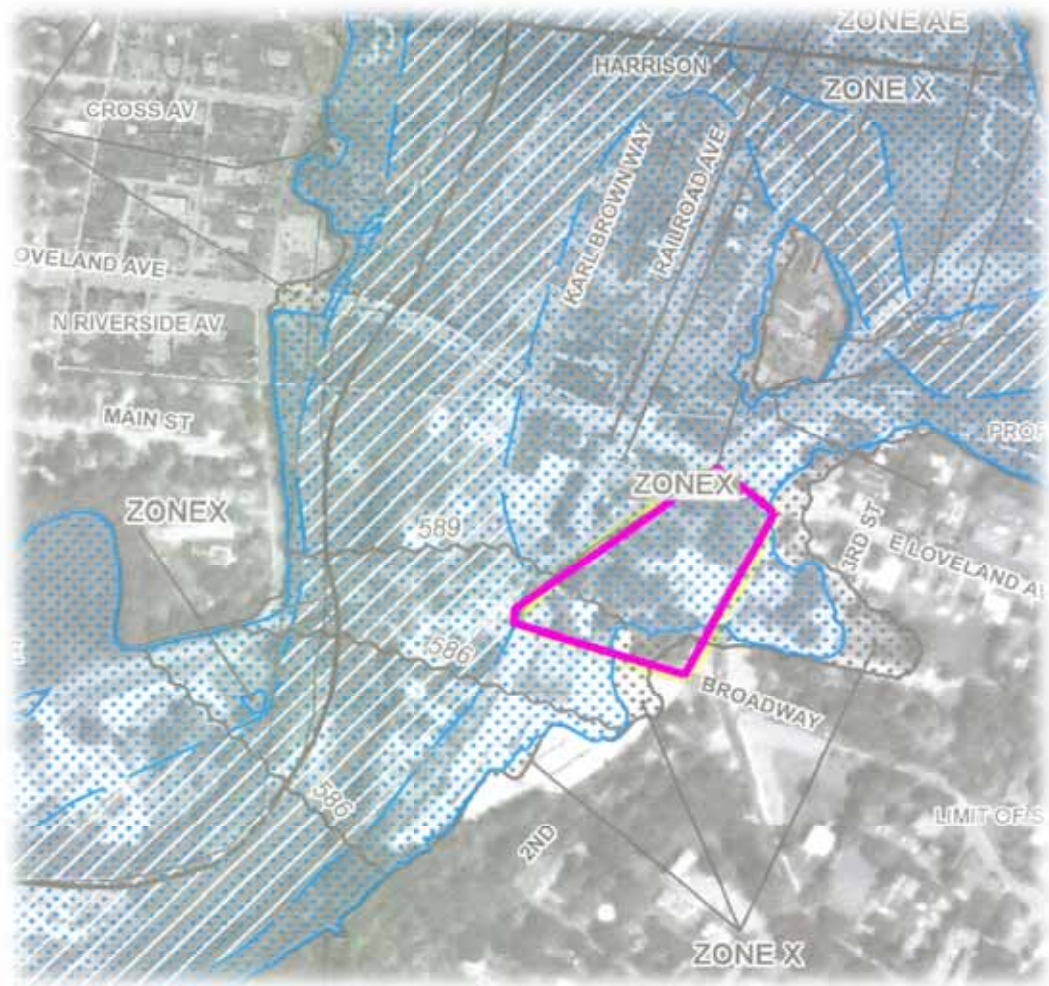


Figure 6: This vignette taken from the 2010 FEMA Flood Insurance Rate Map shows the outlined subject site is mostly within the AE flood zone. The Zone AE designation indicates that FEMA has determined the base flood elevation for the 1% annual chance of flood (100 year flood). The Topography map in Figure 7 shows the general elevations on the site.

1313.04 USE AND DEVELOPMENT STANDARDS FOR FLOOD HAZARD REDUCTION (Standards for Nonresidential Construction)

1. New construction and substantial improvement of any commercial, industrial or other nonresidential structure shall meet the requirements of subsection (d)(1) to (3) and (5) to (7) hereof.
2. New construction and substantial improvement of any commercial, industrial or other non-residential structure shall either have the lowest floor, including basement, elevated to or above the level of the flood protection elevation; or, together with attendant utility and sanitary facilities, shall meet all of the following standards:
 - A. Be dry floodproofed so that the structure is watertight with walls substantially impermeable to the passage of water to the level of the flood protection elevation;
 - B. Have structural components capable of resisting hydrostatic and hydrodynamic loads and effects of buoyancy; and,

- C. *Be certified by a registered professional engineer or architect, through the use of a Federal Emergency Management Floodproofing Certificate, that the design and methods of construction are in accordance with subsection (e)(2)A. and B. hereof.*

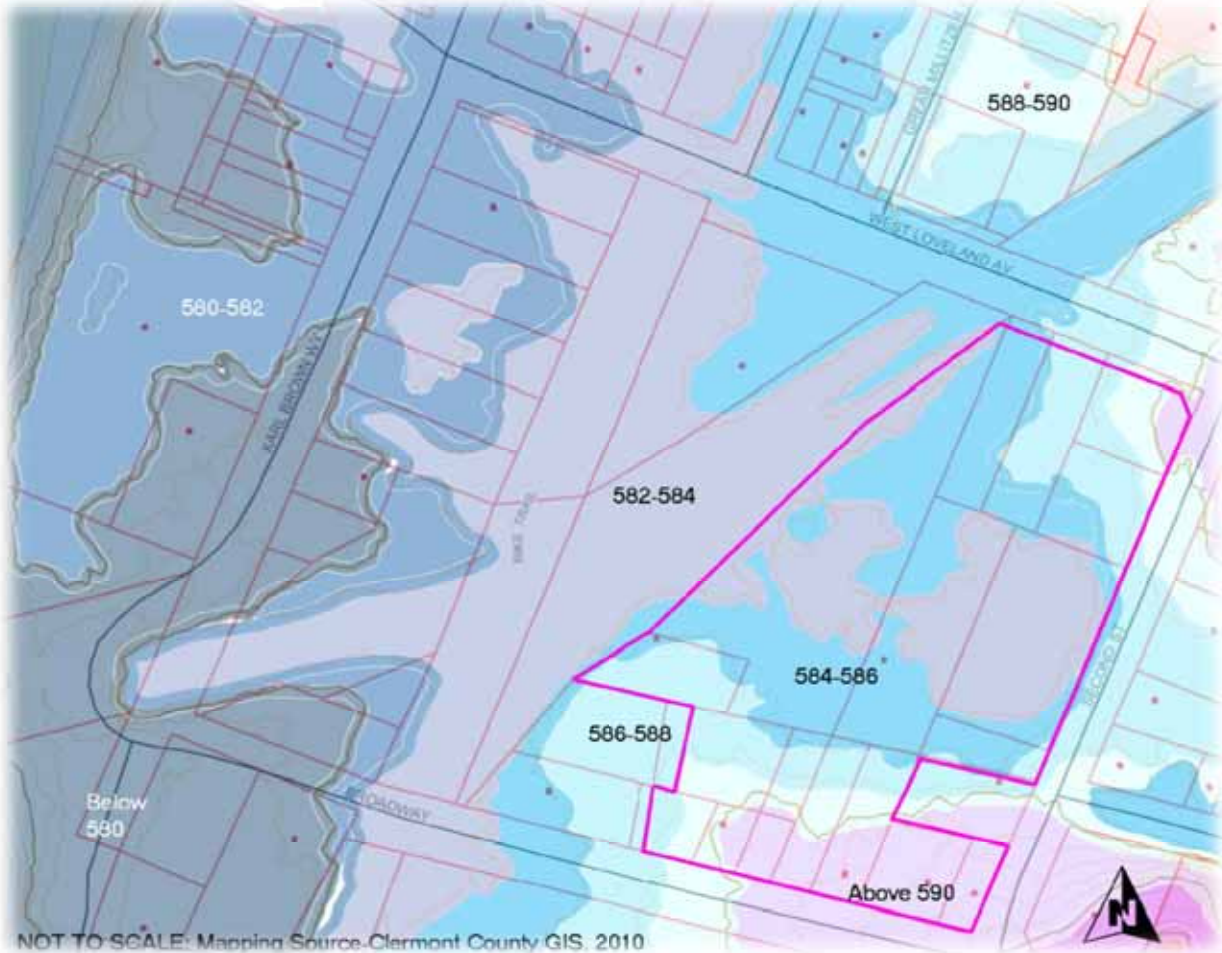


Figure 7: This map illustrates the general topography and elevations of the site. The darker areas to the right of the image represent elevations closest to the Little Miami River and below 580 feet in elevation. The lower elevations will require more fill or higher foundations to elevate structures above the 589 base flood elevation. In fact along Second Street, the buildings' base elevations would need to be two to three feet above the grade of the street.

- **Soils:** HC Nutting Company confirmed that the soil is suitable to support development.
- **Railroad:** The diagonal bisection of the subject block is created by the angle at which the railroad crosses the rectilinear grid of downtown. This situation creates a unique view shed from the northern blocks. Because of the location of the depot building and the rail line itself, much of the frontage of the southern block is undeveloped providing no visual buffers between buildings facing south on West Loveland Avenue. In its day as an operating depot this accentuated the site giving visibility and prominence to the depot, but now when the intent is to reinforce the street wall and blocks of a central business district this situation creates a unique challenge that cannot be singularly remedied by the development of the subject site. The two rail lines running at the western boundary of

the site create approximately a 50-60 foot wide barrier or obstacle for pedestrians. In combination with the open frontage along the depot site and the parking areas, the blocks south of W. Loveland Avenue have a significant void of buildings at the street, which creates a challenge for pedestrian connectivity.

- **Little Miami Scenic Trail:** The configuration of the site is not specifically impacted by the location or design of the Little Miami Scenic Trail, but in order to accommodate bike patrons, and businesses drawn by the bike and pedestrian traffic on the trail, the site amenities on the subject site should include bike racks to capture bicycle traffic from the trail.

URBAN DESIGN AND USE CONSIDERATIONS

POTENTIAL LAND USES/TENANTS

Based on existing uses, buildings, and sites in Loveland and similar communities, the following are general building and site considerations for the various uses that may be attracted to the site. The implication of these standards is used in the evaluation of the proposed site plan and the building envelope to determine if the site plan would accommodate the various uses.

Use Type	Building Area	Site Area	Parking	Special Considerations
Upper Story Residential	750-1,500 sq. per unit	NA	1 space/bedroom	Elevator access if more than second story.
Professional Office	Varies**	Varies **	Access to parking within walking distance	Will consider upper floors
Service Businesses	Varies on use **	Varies **	Access to parking within walking distance	Will consider upper floors
Fine Dining or Casual Restaurant	Varies on use **	Varies ** Need service access for deliveries and waste. On-site dumpsters could suffice.	Parking space for every 2 seats or access to nearby parking for valet	Attached outdoor dining areas, patios or balconies May look for smaller spaces with expansion potential Good visibility from major road or heavily trafficked pedestrian area Liquor licenses

Use Type	Building Area	Site Area	Parking	Special Considerations
Fast Food/Up-scale Fast Food	5,000-9,000 sq. ft.	Need service access for deliveries and waste. On-site dumpsters could suffice.	Parking space for every 2 seats or access to nearby parking for valet	
Art Galleries	500-5,000 square feet	Varies	Access to parking within walking distance	Good visibility from major road or heavily trafficked pedestrian area Proximity to restaurants and bars
Boutique Retail	500-5,000 square feet	Varies	Access to parking within walking distance	Proximity to other retail or special facility
Studios	1,000+ square feet	Varies	Access to parking within walking distance	May consider upper floors Open floor plans
Banks/Financial Institutions	3,000-5,000 square feet	.25+ acres Will make exceptions for ready built structures or mixed use projects	Access to parking within walking distance	Corner sites Visibility from major roadway ATM or Drive-Through

**Fast-food restaurants that locate in a downtown setting will often forego the use of a drive-through window unless it is easily accommodated; the franchise restaurants/cafes like Chipotle, Panera, and Noodle Bowl typically do not have drive-through.*

***The uses with variable building and site areas are typically somewhat flexible and may range in needs so they will seek out existing spaces that work for their particular needs.*

URBAN DESIGN CONSIDERATIONS

The following are site and design elements the City should consider in the development of the subject site. This is an objective assessment of the site features and not a critique of the proposed site plan which is in the following section.

- The Train Depot Site:** The original site placement of the rail depot building served two purposes, one to provide access to the railroad and the other to emphasize the important building within the downtown by orienting it differently than the surrounding businesses and homes. This urban design element is often employed to set out special uses like transportation features, public buildings, churches and schools. In a block where all the buildings are set to the street or sidewalk edge the one or two buildings setback further with a lawn or other open area surrounding them will stand out from the sidewalk or road giving them prominence in the urban landscape. The challenge this poses for the redevelopment of the subject site is that any development, which occurs on the subject site, will be prominently visible from the buildings on the north side of Loveland Avenue because of the opening in the street wall created by the rail depot site and the angle of the railroad itself. To address this concern, features that may be included in the redevelopment of the site include:

- Vegetative screening of proposed on-site parking along the eastern edge of the railroad right of way.
 - An architectural feature like a masonry wall with variation in texture, height, and vertical profile could also be installed at this perimeter to screen any parking lots on the subject site. Care should be taken to not let the design of the wall be flat and monotonous as this would not be visually compatible with the downtown character.
 - Employ four sided architecture where all sides of the buildings are finished to an equal degree so that any building facades visible from Loveland Avenue look like the front or primary façade of the building. This can be accomplished through window placement, finish materials, and consistent treatment of cornice lines and detailing.
- **The Railroad:** The biggest urban design challenge the railroad presents aside from the visual connectivity mentioned above is the perceived barrier to pedestrian connectivity. The railroad tracks are a surmountable pedestrian barrier because it is not particularly intimidating or difficult to cross them; however, identifying a reason a pedestrian would want to cross that barrier is a key concern. The buildings and uses on the subject site must be a draw to the pedestrians in the other parts of downtown to draw them into the site. To address this concern elements which might be considered in the design of the subject site include:
 - Buildings placed at the sidewalk immediately adjacent to the railroad.
 - Shop front or display windows on the western building that look northwest to add visual draw to the site.
 - Incorporation of a patio, outdoor dining area or plaza into the western portion of the frontage along Loveland Avenue,
 - Inclusion of taller building elements like a tower or turret on the new buildings to create a landmark or bookend feature at the eastern edge of the district.
 - Reestablishment of buildings all along West Loveland Avenue to provide activities immediately on the subject site to reestablish the street wall and draw pedestrians from the northern side of the block.
 - **The Street Wall:** Given the context of the site in downtown the reestablishment of a street wall is important to the creation of a pedestrian friendly and attractive environment. To accomplish this, new buildings on the site should have a zero setback line or an established set to line with only pedestrian areas between sidewalk and building facade along West Loveland Avenue, Second Street, and Broadway Avenue. Consistent placement of building facades at the sidewalk edge will draw pedestrians along the sidewalks. Storefronts should generally be narrow (25-45 feet) to create variation and the perception of many businesses within a short walking distance to keep pedestrians engaged. The first floors of buildings should be designed with large display windows to create visual flow and interest at the street level. Exceptions or variation to the street wall are appropriate to accommodate plazas, or outdoor dining areas, and landscaped areas consistent with the urban context and occasional vehicular access points.

- Parking:** Parking has presented a challenge in most of the traditional central business districts in the Cincinnati region, because these areas were designed to accommodate locally serving businesses and were patronized by people walking to or taking streetcars to the districts. However, with reinvestment and redevelopment in these districts, they have become destination districts attracting patrons from outside a walkable distance meaning that accommodation of large numbers of vehicles is often necessary. Small lot sizes and high building coverage ratios mean that there is typically not room on individual sites to accommodate the parking requirements for the occupants. Off-site parking, shared parking, and on-street parking are in high demand in downtown districts. The subject site offers an opportunity to provide both new buildings and businesses in the downtown while simultaneously providing parking for the new businesses but also existing businesses. Any public parking available within walking distance of the proposed businesses on the site will contribute to the necessary points for LEED certification as walkability and reduced impervious surface are criteria that count toward certification points.
- Topography and Floodplain:** The image below shows the topography of the site indicating the lowest points. The base flood elevation for the site is 589 feet. The low points in the site are at least seven feet lower than the base flood elevation; to support buildings the grade or foundation of the structures would have to be raised above 589 feet requiring at a minimum seven feet of change. The low area of the site extends east to west in the central portion of the site. Any building placed in the various blue tinted areas would need to have a main floor elevation above street grade or meet the flood resistance standards of Chapter 1313.04 of the City's Ordinance. The contrast would be the greatest in the central portion of the Second Street Frontage.

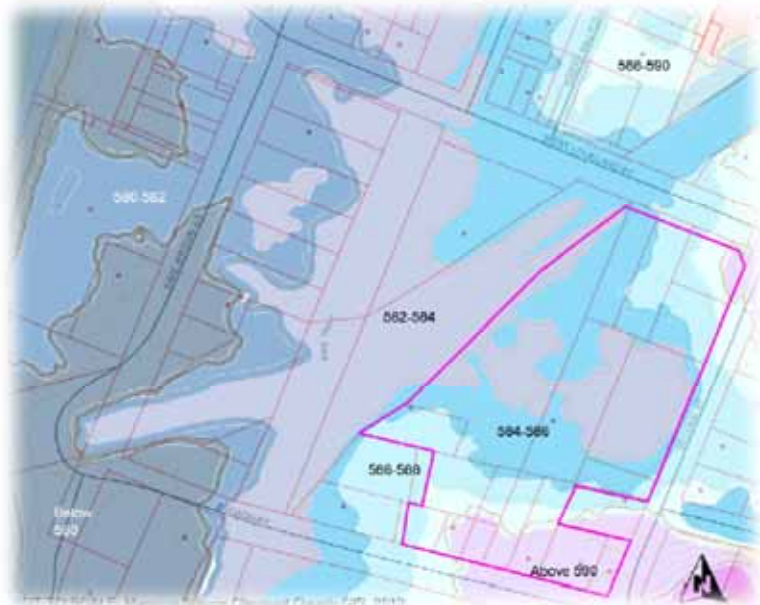


Figure 8: This map illustrates the general topography and elevations of the site. The darker areas to the right of the image represent elevations closest to the Little Miami River and below 580 feet in elevation. The lower elevations will require more fill or higher foundations to elevate structures above the 589 base flood elevation. In fact along Second Street, the buildings' base elevations would need to be two to three feet above the grade of the street.

- **Existing Buildings Retained on the Block:** The Wagner Building and the building at 126 Second Street are not currently owned by the City and for the purposes of this assessment are to be retained in their current locations. Construction of traditional commercial style buildings set to the street will be consistent with the architecture and building orientation of these buildings. The location of the existing building on Second Street does present a challenge to providing an access drive aligned with O'Bannon Avenue because the building sits at the terminus of O'Bannon Avenue. However, other locations for vehicular access could be provided on the Second Street frontage. The low area where buildings would require significant elevation may be an option.
- **Transitions from Downtown Core to Subject Block:** The subject site presents a significant opportunity for the City of Loveland to reestablish urban density in the core blocks of downtown to accommodate business growth and add vitality to the downtown. The development should be designed to visually and functionally meld with the existing downtown blocks to create a transition of old to new in a pedestrian friendly manner that still responds to the needs of businesses catering to regional clientele that must drive to the district. A compact building arrangement and well landscaped but visible parking will assist in the success of this transition.
- **Transitions from Subject Site to surrounding Neighborhoods:** The subject site is at the eastern edge of what has traditionally served as Loveland's central business district (CBD). Prior to this redevelopment the site contained a mix of small scale business, homes, and railroad oriented uses like the hotel, a stable and a feed mill. The urban fabric of the site was more open than other downtown blocks to accommodate some of these uses. Just to the east the block between Second Street and Third Street has a mix of businesses and residential uses. In the future this block may include more businesses in adapted residential structures. Any development on the subject site should be designed to complement the scale and context of this adjacent block to provide a transition. On the southern side of Broadway however, the character is much different and the uses and site configuration of this block are decidedly more industrial in nature. Traditional mixed use buildings with traditionally referenced scale and detailing will provide an appropriate transition to this block as well.
- **Traditional CBD vs. Neighborhood or Suburban Site Plan:** From the context and trends in urban infill it is assumed in this analysis that the preferred style of redevelopment for this site will be consistent with a traditional central business district from around the end of the 19th century and beginning of 20th century based on a walkable concept. This concept suggests that buildings set to the sidewalk, of modest scale and heights up to four stories, are very appropriate. The need to accommodate modern vehicular parking stipulates that parking must also be accommodated on the site. As parking was not a consideration for original CBD development the site layout will be slightly different from the traditional blocks. The City has reviewed more suburban style redevelopment plans for the site and found them inappropriate.

SITE CONFIGURATION ASSESSMENT

PROPOSED SITE PLAN

MDC based the following assessment of the proposed site plan (See Attachment A) on the information presented above.

- The planning approach is an acceptable method:** The planning approach the City is taking in this case is a proactive design based approach that is weighing several factors including urban design, available financing for public improvements, stormwater management needs, and parking needs in the downtown. However, the City is designing a parking and stormwater management facility before a final development plan for the buildings and other site features has been completed and approved. The construction of the public improvement may be a potential incentive for redevelopment of the site promoting the construction and occupation of buildings and expanding the economic base in downtown. Because of the context of the site and the existing conditions the planning approach is one of redevelopment where infrastructure is being designed and constructed because of available resources, and the buildings will be fitted into the reserved building envelopes. While, this may not be viewed by some as the traditional way to approach a site plan and development, it is similar to other infill or redevelopment efforts that must design building layout or other structures around existing infrastructure. Given that the site is a redevelopment project the infrastructure/public improvements preceding the final users and building design is a reasonable approach. The implication however of doing this is that the City must weigh the value of the possible improvements against the uncertainty of what the impact on the remaining site will be. This approach leaves the possibility of pursuing LEED certification for the individual buildings as they are planned and constructed. Although it may not be the most common approach, the development of buildings around infrastructure is an acceptable approach particularly in the redevelopment of downtown sites.
- The building envelope is adequate to accommodate typical downtown uses.** The proposed location for the stormwater management facilities and surface parking lot leaves a building envelope that is adequate to accommodate traditional style mixed-use structures consistent with the buildings along Loveland Avenue west of the railroad. The footprints of the buildings shown on the proposed site plan range from 3,600 square feet up to 10,416 square feet. These are just hypothetical footprints but would generally provide enough flexibility in floor area to accommodate even the larger uses typical to downtown business districts in the region (see the land use and potential tenants matrix). The building footprints could even be expanded beyond what is shown on the attached plan because the parking area shown on the plan would be constructed in phases leaving a larger building envelope so the building's depth could easily be expanded to accommodate larger footprints. The potential buildings could be configured within the envelope to create an environment attractive to the types of uses the City would like to target for this site. The envelopes would also allow for the minimum 1,000 square foot building area for LEED consideration.
- The proposed location of the vehicular access point on W. Loveland Avenue is a point of critique.** While the proposed access point is ideal for vehicular accommodation, it is in conflict with the creation of visual

and pedestrian connectivity with the rest of downtown. The proposed location creates three challenges for compatible, pedestrian friendly urban design. First, the location of a drive aisle adjacent to the existing railroad expands the distance from 50 or 60 feet that pedestrians must cross to traverse the railroad tracks to 100 feet to cross a vehicular driveway. A pedestrian must walk 125 feet along the frontage of Loveland Avenue crossing two rail lines and an access drive to a substantial parking area before arriving in a pedestrian safe zone. This is a significant visual barrier to a pedestrian considering moving from the established businesses to the proposed new businesses on the subject site. Second, the location of a drive aisle in the proposed location creates a potential vehicular conflict with the railroad. Although the location of the access point should not cause problems with vehicles stacking across the railroad for vehicles waiting to turn into the site because the plan is for a right-in, right-out access point. When trains cross Loveland Avenue, access to and from the proposed parking lot will be restricted. Additionally, another vehicular access point on Loveland Avenue will likely increase congestion on Loveland Avenue but primarily to the east. However, this is an observation and would need to be confirmed by a transportation engineer. Third, placing a vehicular access point in this location precludes the placement of a building along the Loveland Avenue frontage, creating further separation between the western portions of downtown and future structures on the subject site. Establishing activity at the street in this location is key to the success of drawing pedestrians toward this development. A pedestrian friendly design must be incorporated to facilitate good pedestrian movement. Although Second Street is a state route and also heavily traveled, the number of access points along this frontage are fewer and the lowest portion of the site's topography are located along the Second Street frontage, indicating placement of the primary vehicular access point along Second Street.

- **Topography of the site influences appropriate locations for parking and buildings.** Topographically the lowest portion of the site includes a band running west and east and impacts about one third of the site. The low land includes areas in the proposed first phase of the stormwater management facility, surface parking, and the footprint of Building 3. To be elevated above the base flood elevation, Building 3 will need to be elevated a few feet above the grade of Second Street. The awkward access to buildings with several steps up and the grading necessary to accommodate a building in this location may make this a less practical location for a building, and a more practical location for the primary vehicular access point. The City may be better served by locating the parking facilities in this central band on the site and concentrating buildings along the West Loveland Avenue and Broadway frontage.
- **The viewsheds created will need to be carefully designed.** The proposed site configuration created open views over the parking area to the back of the proposed buildings. A wall running parallel to the rail road, architecturally detailed to fit in the context, could be employed along with significant tree plantings to screen the view of the proposed parking lot from existing buildings on the north side of W. Loveland Avenue. Additionally, the proposed site plan would be improved if those buildings incorporate four-sided architecture and present a nicely finished façade to both sides. This will also assist in drawing pedestrians into the site.

The City Engineer provided the following considerations that add perspective to the engineering and design aspects of the project.

Designing a project for reverse phasing (storm system and parking lot construction before building design) requires maximum flexibility in location and capacity, limiting alternative designs and value engineering, and increasing costs of the infrastructure to accommodate potential conditions. Below are several considerations made during design regarding installing a parking lot on the site before the buildings are designed or constructed.

- **Building footprints are unknown, making defining the secondary facilities like parking lots and sidewalks difficult.** A minimum setback around the perimeter of the site was reserved for buildings, less two locations where driveway access is already dictated by other existing conditions and property lines. Further, only a portion of the designed parking lot area is likely to have funding during this phase. So, the proposed phase of parking includes two access drives and an area of parking located the furthest from the building setback area. This will allow an unpaved area to abut buildings for construction vehicles and stockpiles, as well as the ability to reduce the parking area to facilitate wider structures, if necessary. Also, an existing storm sewer located through this setback area is proposed to be removed and relocated along SR 48 and into the site at a location less likely to affect building pad locations. It is also important to note that the footprint and location of Future Building #2 will require modification if the property across from O'Bannon Avenue is not purchased and the existing brick structure demolished.
- **Unknown utility service requirements.** Regardless of service line size or location preferred to enter the buildings, gas, electric, phone, water, and sewer mains are all located around the perimeter of the property and would not affect the parking area on the interior of the property. No outdoor lighting is proposed in this phase of construction. If funds allow an additional section of the parking lot to be graded and paved this summer, conduit can be installed between the eastern landscape islands and the perimeter of the site to house future electric service lines and light poles installed on these islands. Light poles and conduit may also be placed along the outside perimeter of the parking lot.
- **Unknown storm water requirements.** Storm water conveyance, detention, and water quality system requirements are all directly based on the ground cover and slopes within the tributary drainage area. Since the amount of impervious area of buildings, sidewalks, and parking lots versus landscape areas is unknown, a nearly worst case scenario was used for design. It was assumed that all run-off on the site is going to be directed into the storm system designed in this phase. However, it is anticipated that other storm water Best Management Practices (BMPs), such as rain gardens, pervious pavers, green roofs, cisterns, grey water features or irrigation systems may be installed on the site in future phases. The addition of other BMPs is encouraged as it will reduce the amount of run-off from the site and now improve the water quality of the run-off beyond the minimum requirements. Having an array of BMPs at the site will allow the site to become a model development, a demonstration site to be used as a learning tool, and shows Loveland's dedication to the environment and our respect for the nearby Little Miami River. BMPs may also provide other benefits such as energy savings, aesthetics, and reduced water and sewer utility bills.
- **Maintenance of sediments during construction.** BMPs are sensitive to sediment deposits and the useful life of many BMPs is diminished by accumulation of sediments. Underground structures were selected to serve as the water treatment BMPs for the site due to their ease of maintenance. The structures can be easily accessed and sediment removed periodically by a hose on a vacuum truck. Other BMPs such as pervious pavers, infiltration trenches, and rain gardens, all must be excavated and completely reinstalled when the design sediment storage space is filled. Therefore, these types of BMPs are usually the last item constructed on a site. The useful life of underground structures is much greater, even though it will still require a frequent amount of maintenance to remove sediment, especially while the rest of the site is under

construction. Temporary erosion and sediment controls such as inlet protection barriers and silt fence will also require an increased amount of cleaning, repairs, and replacement until the entire site is stabilized.

- **Damage to parking lot.** Construction vehicles, materials, and equipment on site for construction of the buildings will take a toll on the surrounding area. To minimize this as much as possible, a heavy duty pavement thickness is proposed for this phase of parking, a buffer space between the buildings and proposed parking phase will be provided where possible, and surface course on the parking lot will not be installed in this phase. There will likely still be areas in the pavement requiring repairs and a crack between the phases of parking lot which may propagate through the future surface course.
- **Need to rework the parking lot elevations / grades.** The parking lot grading was set by boundaries such as adjacent streets and property lines. The only unknown elevations along the perimeter were assumed based on building pad elevations equal to the minimum opening elevation (MOE) required for the floodplain, sidewalk maximum slopes and preferred widths, and curb heights. The area where the planned parking lot is most likely to have any issue in location or grade is in the vicinity of future building #2 at the southeast corner of the site. This building may be a facility that includes a drive-up window, which would require slope changes and pavement removal to install underground conduit and foundations to support an awning. This building elevation may also be raised to improve visibility from the Five Points intersection.
- **Changing drive aisle locations & driving habits.** Four final proposed driveway locations are anticipated, although only two are proposed during this phase.
 1. Access from West Loveland was requested because this street has the highest traffic count of the three surrounding streets. Limited access, a right-in only, on West Loveland is proposed in this phase and is not anticipated to be modified. A left-in and exit were restricted due to the lane configuration, vicinity of the signalized intersection on SR 48, and vicinity of the railroad crossing. Potential building locations did not play a part in this driveway configuration or restrictions.
 2. Full access to and from Broadway Street just west of future building #2 is proposed in this phase. However, if future building #2 will include a drive-up window function, the driveway will need to be utilized at that time as an out-only to avoid drive-up window users from driving to the left or crossing oncoming traffic to merge in a short distance from other traffic exiting the site.
 3. Full access to and from Broadway Street at the west side of the property is one of the most desirable driveway locations for traffic circulation, but is not proposed at this time due to the lengthy process to overcome property access issues. An ingress/egress easement would need to be provided by both the railroad company and a private property owner. Drive aisles in the parking lot were planned to align with this future drive, although no pavement striping is proposed in this phase.
 4. Full access to and from SR 48 should be aligned with O'Bannon Avenue to prevent turning conflicts and create one four-way intersection instead of having two three way intersections between West Loveland and Broadway Street. This driveway can not be installed until the parcel of land across from O'Bannon is purchased and the building is demolished. Currently, it appears the property owner has the intention of renovating and leasing the building. If the building is to remain, it is unknown where, if any, access to SR 48 will be provided in the future.

5. *Not having the two East-West drives determined may affect the proposed East-West drive aisle locations to better align with the drives. If drive aisle locations through the parking lot are to shift north or south, the landscape island locations will need to be relocated, but there is no pavement striping in this phase to be removed and reinstalled.*
- **Site aesthetics.** *No new streetscape items, lighting, or other site amenities are proposed in this phase due to limited funding. So change of needs or damage to new amenities from future building designs and construction is not possible. Until future phases of work are completed, the site will temporarily have stockpiled soil, no landscaping or aesthetic features, and a reduced parking area without surface course and striping. Site aesthetics should be addressed in a future phase when building locations and access drives are defined and focal points, outdoor seating areas, etc. can be designed accordingly.*

CONCLUSION

KEY FINDINGS

In conclusion MDC has made the following findings:

- The proposed stormwater management facility and parking surface are consistent with a traditional urban design for the downtown blocks of Loveland because they allow for the buildings to be set to the street. The building envelope created by construction of a portion of the infrastructure is adequate to accommodate a number of viable uses/tenants and would allow for the future pursuit of LEED certification for the individual buildings.
- From a land use perspective, the types of uses that may locate on the site include small scale local/boutique retail, local restaurants, services, professional offices, national or franchise restaurants, drug stores, local produce markets, art galleries or retail locations, and possibly residential units. From a regional perspective, large format retail or office is unlikely to be attracted to the site given the regional supply of more visible, and accessible sites on which to accommodate these types of uses.
- The proposed building envelope allows for moderate flexibility within the constraints of a traditional urban block with zero lot lines and buildings oriented toward Loveland Avenue and Second Street. Although other building and parking configurations could be accommodated on the site, a more suburban strip development or individual large footprint building located in the proposed parking area would be inconsistent with the urban fabric and contrary to the perceived vision for the downtown.
- This site represents a redevelopment effort initiated by the City and by its nature is hypothetical about what types of end-users and buildings will occupy the site. This plan must be successful by integrating an existing urban fabric or form including infrastructure and district considerations such as viewsheds, stormwater management and parking considerations into a traditional main street style site and buildings. This plan represents a City-initiated redevelopment that takes into consideration existing resources, financing and desired urban design, and existing context, and prepares the infrastructure of this site as a development incentive for building and businesses to locate on the site, not as a reaction or accessory to known users. Therefore the result will be that the development itself

will attract users that are interested in locating within the developed context, rather than customizing buildings and site to particular users. And the project will function much like adaptive reuse of other structures in the downtown with the added amenities of modern infrastructure, parking accommodations, and modern building design.

- The floodplain and based flood elevation pose significant design considerations. The street grade around much of the site is below the base flood elevation requiring any buildings built in these low areas to have a main floor elevation higher than street grade, or significant architectural and engineering considerations to flood proof them. The City and site may be better served by locating the parking in the lowest areas of the site and focusing the building envelopes to the W. Loveland Avenue frontage and Broadway Frontage. Special streetscaping or treatments will likely be needed to keep the pedestrian environment at street grade visually interesting and accessible.
- Although there are alternative site layouts which may be more pedestrian oriented, or visually connected, the proposed site configuration adequately addresses vehicular accommodation and could be enhanced through urban design features such as plazas, landscaping, pavement design and architecture to be more pedestrian friendly than the site plan alone suggests. However, the core of downtown activity is centered around West Loveland and the Bike Trail making it important to draw pedestrians into the subject site and the blocks on the east side of Second Street. The need to keep pedestrians engaged is most prevalent along the West Loveland frontage indicating that the vehicular access would be better placed off Second Street rather than West Loveland Avenue.
- Given this finding, it is feasible that the City could redevelop the site with the proposed layout, however, MDC has provided a series of recommendations and an alternative site layout which could be considered to address the topography, urban design, and pedestrian connectivity issues in a different and perhaps more efficient manner.
- The proposed plan for site improvements itself is neither eligible for LEED certification, nor is it prohibitive from making the future buildings on the site eligible for certification. The context, reuse, and walkability of the site are favorable aspects for LEED certification, but ultimately the most points for certification are earned in the energy efficient design of the buildings themselves. Eligibility requires that a reasonable site be associated with the project, but the existing infrastructure would likely count as existing conditions and the buildings and individual sites could still be designed around it for pursuit of certification.

RECOMMENDATIONS

Therefore, MDC makes the following recommendations for the city's consideration:

- Maintain the proposed location for the underground stormwater detention system and phase I of the surface parking area as shown on Attachment A.
- Remove the vehicular access point from the West Loveland Avenue Frontage and extend the footprint of Building 1 to close the gap left by the vehicular access drive and move the building closer to the railroad

right-of-way and improve pedestrian connectivity. (See Attachment B for changes).

- Slightly reduce the footprint of Building 3 and shift it north to move it to higher ground to avoid excessive grading and an awkward relationship between buildings and the sidewalk level along Second Street and to allow for a vehicular access point along Second Street at the topographical low point of the site.
- Consider grading site to allow for below building parking under Buildings 2 and 3 on Attachment B to add additional parking and resolve the elevation issues for these structures.
- Indicate a primary vehicular access point in the low point of the Second Street frontage, and include a landscaped median with plantings, pervious surface, and a non-occupied structure like a gatehouse or clock tower to maintain the street wall along Second Street and maintain visibility of the theater and other uses on the east side of second street from businesses on West Loveland Avenue. See Attachment B.
- Reconfigure the footprint of Buildings 2 and 4 on Attachment A to reinforce the corner of Broadway and Second Street and move the buildings toward the corner to move them to the higher ground. See Attachment B.
- Align the Broadway Street access point with the access drive of 131 Broadway Street on the south side of the block. Removing the access point as shown will reduce the feasibility of a drive through in this location, however, a drive through could potentially be located south of Building 3 or in the interior of the site where it is visible from West Loveland Avenue.
- The revised conceptual site plan showing these changes is included as Attachment B.

ATTACHMENT A: PROPOSED SITE PLAN 2/23/10



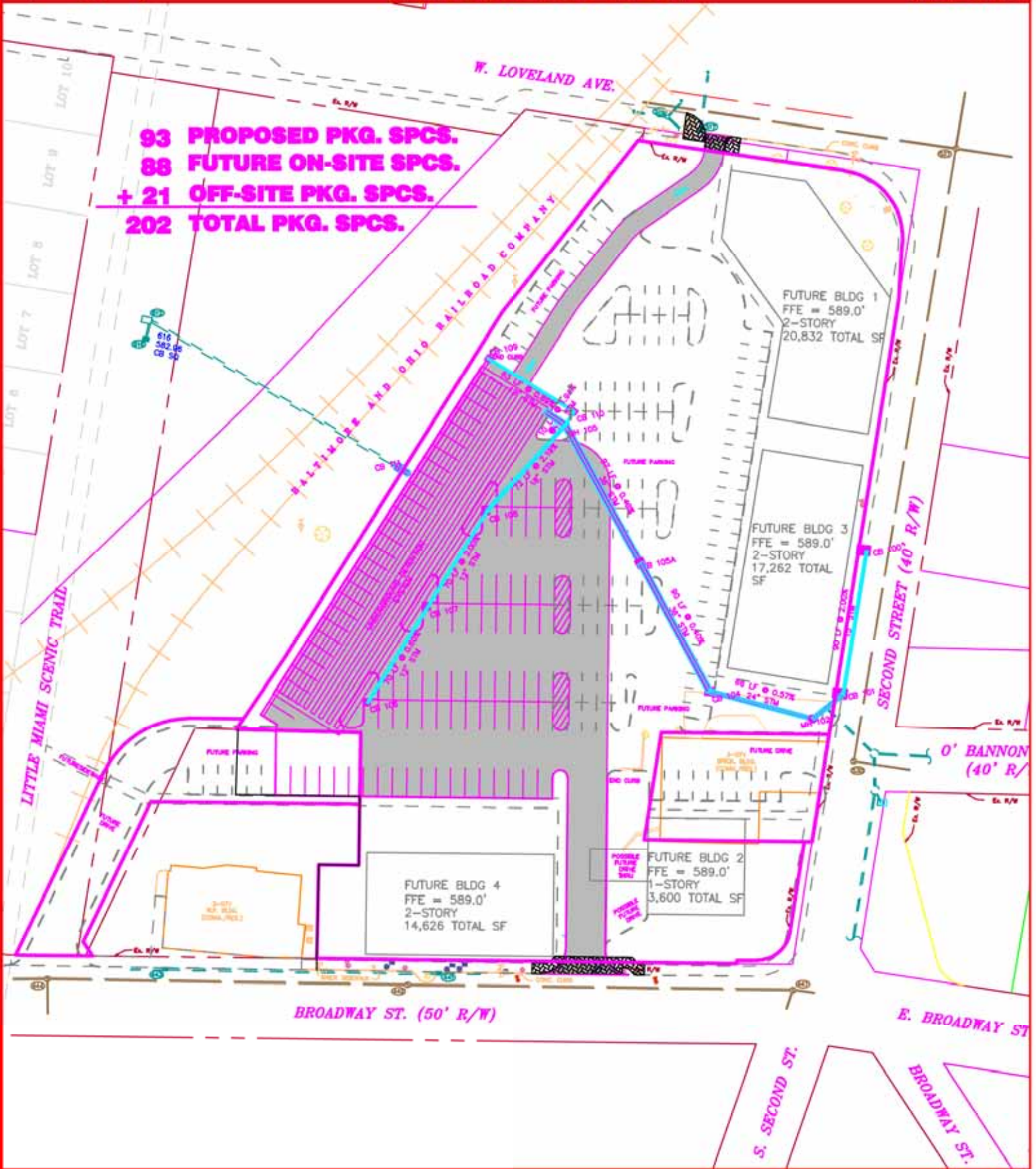
& REVITALIZATION PROJECT, PHASE 1 CITY OF LOVELAND, OHIO

SCALE:
1" = 80'

TITLE:

PROPOSED SITE PLAN

DATE:
2/23/10





& REVITALIZATION PROJECT, PHASE 1 CITY OF LOVELAND, OHIO

SCALE:
1" = 80'

TITLE:

PROPOSED SITE PLAN

DATE:
2/23/10

93 PROPOSED PKG. SPCS.
88 FUTURE ON-SITE SPCS.
+ 21 OFF-SITE PKG. SPCS.
202 TOTAL PKG. SPCS.

582-584

585-588

FUTURE BLDG 4
FFE = 589.0'
2-STORY
14,826 TOTAL SF

FUTURE BLDG 1
FFE = 589.0'
2-STORY
20,832 TOTAL SF

FUTURE BLDG 3
FFE = 589.0'
2-STORY
17,262 TOTAL SF

FUTURE BLDG 2
FFE = 589.0'
1-STORY
3,600 TOTAL SF

Above 590

BROADWAY ST. (50' R/W)

E. BROADWAY ST

S. SECOND ST.

BROADWAY ST.



ATTACHMENT B: ALTERNATIVE SITE PLAN 3/17/10

Downtown Revitalization Project

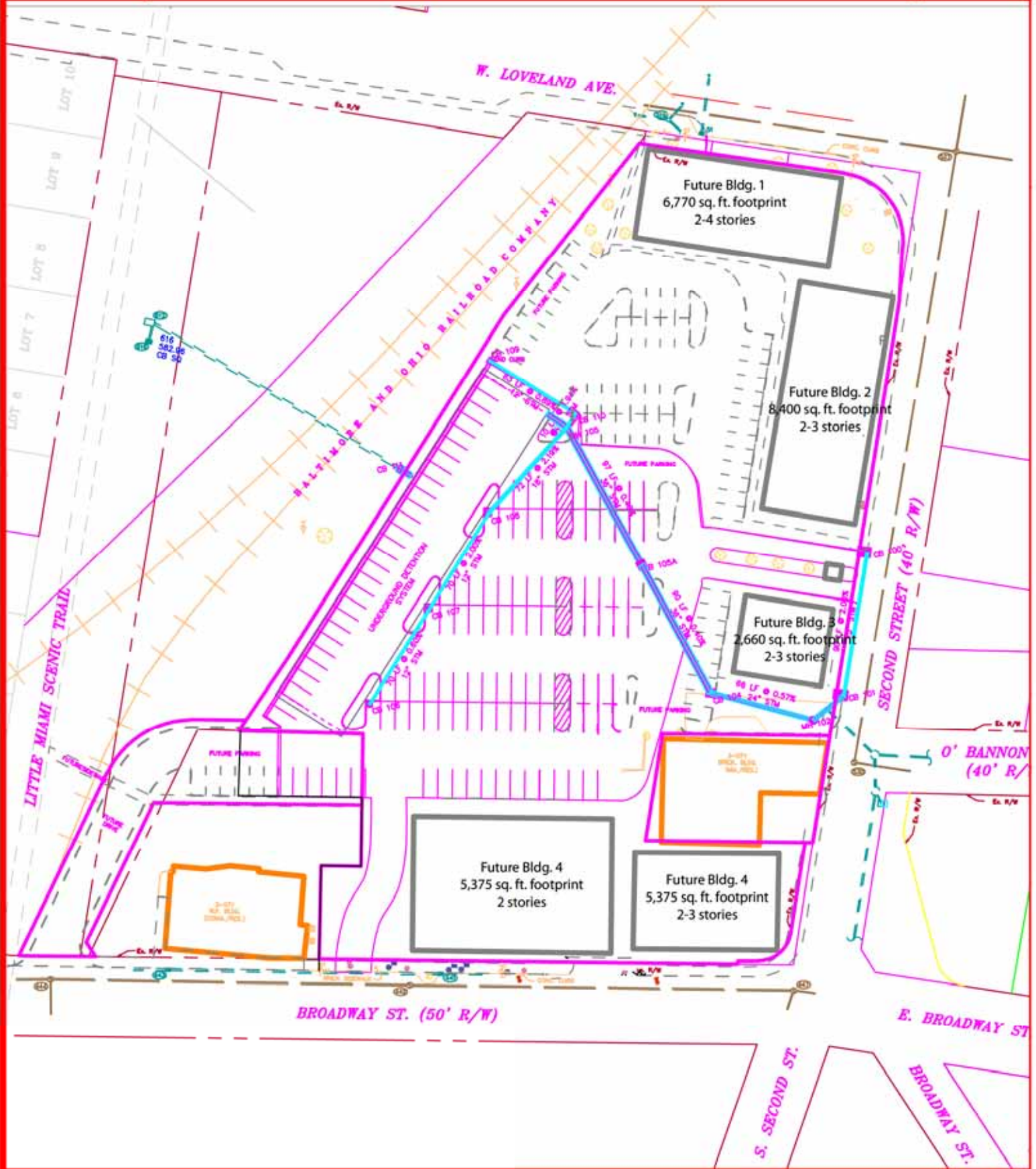
City of Loveland, Ohio

SCALE:
1" = 80'

TITLE:

ALTERNATIVE SITE PLAN

DATE:
3/17/10





& REVITALIZATION PROJECT, PHASE 1 CITY OF LOVELAND, OHIO

SCALE:
1" = 80'

TITLE:

PROPOSED SITE PLAN

DATE:
2/23/10

93 PROPOSED PKG. SPCS.
88 FUTURE ON-SITE SPCS.
+ 21 OFF-SITE PKG. SPCS.
202 TOTAL PKG. SPCS.

582-584

585-588

FUTURE BLDG 4
FFE = 589.0'
2-STORY
14,826 TOTAL SF

FUTURE BLDG 1
FFE = 589.0'
2-STORY
20,832 TOTAL SF

FUTURE BLDG 3
FFE = 589.0'
2-STORY
17,262 TOTAL SF

FUTURE BLDG 2
FFE = 589.0'
1-STORY
3,800 TOTAL SF

Above 590

BROADWAY ST. (50' R/W)

E. BROADWAY ST

S. SECOND ST.

BROADWAY ST.



ATTACHMENT C: LEED CERTIFICATION CHECKLIST



LEED 2009 for New Construction and Major Renovation

Project Checklist

Project Name

Date

Sustainable Sites

Possible Points: 26

Y	N	?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Prereq 1	Construction Activity Pollution Prevention	
Credit 1	Site Selection	1
Credit 2	Development Density and Community Connectivity	5
Credit 3	Brownfield Redevelopment	1
Credit 4.1	Alternative Transportation—Public Transportation Access	6
Credit 4.2	Alternative Transportation—Bicycle Storage and Changing Rooms	1
Credit 4.3	Alternative Transportation—Low-Emitting and Fuel-Efficient Vehicles	3
Credit 4.4	Alternative Transportation—Protect or Restore Habitat	2
Credit 5.1	Site Development—Maximize Open Space	1
Credit 5.2	Site Development—Maximize Open Space	1
Credit 6.1	Stormwater Design—Quantity Control	1
Credit 6.2	Stormwater Design—Quality Control	1
Credit 7.1	Heat Island Effect—Non-roof	1
Credit 7.2	Heat Island Effect—Roof	1
Credit 8	Light Pollution Reduction	1

Water Efficiency

Possible Points: 10

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Prereq 1	Water Use Reduction—20% Reduction	
Credit 1	Water Efficient Landscaping	2 to 4
Credit 2	Innovative Wastewater Technologies	2
Credit 3	Water Use Reduction	2 to 4

Energy and Atmosphere

Possible Points: 35

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Prereq 1	Fundamental Commissioning of Building Energy Systems	
Prereq 2	Minimum Energy Performance	
Prereq 3	Fundamental Refrigerant Management	
Credit 1	Optimize Energy Performance	1 to 19
Credit 2	On-Site Renewable Energy	1 to 7
Credit 3	Enhanced Commissioning	2
Credit 4	Enhanced Refrigerant Management	2
Credit 5	Measurement and Verification	3
Credit 6	Green Power	2

Materials and Resources

Possible Points: 14

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Prereq 1	Storage and Collection of Recyclables	
Credit 1.1	Building Reuse—Maintain Existing Walls, Floors, and Roof	1 to 3
Credit 1.2	Building Reuse—Maintain 50% of Interior Non-Structural Elements	1
Credit 2	Construction Waste Management	1 to 2
Credit 3	Materials Reuse	1 to 2

Materials and Resources, Continued

Possible Points: 26

Y	N	?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Credit 4	Recycled Content	1 to 2
Credit 5	Regional Materials	1 to 2
Credit 6	Rapidly Renewable Materials	1
Credit 7	Certified Wood	1

Indoor Environmental Quality

Possible Points: 15

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Prereq 1	Minimum Indoor Air Quality Performance	
Prereq 2	Environmental Tobacco Smoke (ETS) Control	
Credit 1	Outdoor Air Delivery Monitoring	1
Credit 2	Increased Ventilation	1
Credit 3.1	Construction IAQ Management Plan—During Construction	1
Credit 3.2	Construction IAQ Management Plan—Before Occupancy	1
Credit 4.1	Low-Emitting Materials—Adhesives and Sealants	1
Credit 4.2	Low-Emitting Materials—Paints and Coatings	1
Credit 4.3	Low-Emitting Materials—Flooring Systems	1
Credit 4.4	Low-Emitting Materials—Composite Wood and Agrifiber Products	1
Credit 5	Indoor Chemical and Pollutant Source Control	1
Credit 6.1	Controllability of Systems—Lighting	1
Credit 6.2	Controllability of Systems—Thermal Comfort	1
Credit 7.1	Thermal Comfort—Design	1
Credit 7.2	Thermal Comfort—Verification	1
Credit 8.1	Daylight and Views—Daylight	1
Credit 8.2	Daylight and Views—Views	1

Innovation and Design Process

Possible Points: 6

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Credit 1.1	Innovation in Design: Specific Title	1
Credit 1.2	Innovation in Design: Specific Title	1
Credit 1.3	Innovation in Design: Specific Title	1
Credit 1.4	Innovation in Design: Specific Title	1
Credit 1.5	Innovation in Design: Specific Title	1
Credit 2	LEED Accredited Professional	1

Regional Priority Credits

Possible Points: 4

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Credit 1.1	Regional Priority: Specific Credit	1
Credit 1.2	Regional Priority: Specific Credit	1
Credit 1.3	Regional Priority: Specific Credit	1
Credit 1.4	Regional Priority: Specific Credit	1

Total

Possible Points: 110

Certified 40 to 49 points Silver 50 to 59 points Gold 60 to 79 points Platinum 80 to 110